

4141 N.E. 2nd Avenue
Suite 101D
Miami, FL 33137

IMPORTANT MEETINGS!
Citizens Advisory Committee
6 p.m., Thursday, June 20
Miami Beach Botanical Garden
2000 Convention Center Drive
Public Hearing
5 p.m., Monday, July 15
Miami-Dade Community College
Wolfson Campus, Room 2106
300 NE 2nd Avenue
Miami-Dade Metropolitan
Planning Organization (MPO)
Public Hearing/Action
2 p.m., Thursday, July 25
Stephen P. Clark Center
2nd Floor Commission Chamber
111 NW 1st Street



BAY LINK WELCOMES YOUR PARTICIPATION!

Your participation is invited! Bay Link Citizens Advisory Committee (CAC) meetings are open to all interested parties, and study materials are available for review at five locations within Miami-Dade County. In addition, information about the project can be reviewed by logging on to www.co.miami-dade.fl.us/mpo/mpo4-baylink-home.htm

Those wishing to contact members of the Public Involvement team can reach **Communikat** at bgraf@communikat.com or

305-573-1210. Carmen Morris & Associates can be reached at cmorris@bellsouth.net or 305-278-2395.

PROJECT RECORD AVAILABLE TO PUBLIC

Bay Link *read* files, the project record containing CAC meeting minutes and technical reports, are available at several public sites. They can be reviewed during normal business hours Monday through Friday, 9 a.m. to 5 p.m., at:

- **City of Miami/Riverside Center library**
444 SW 2nd Avenue, 3rd Floor
305-416-1429
- **Miami-Dade Metropolitan Planning Organization library**
Stephen P. Clark Govt Center
111 NW 1st Street, Suite 910
305-375-4507
- **Parsons Brinckerhoff library**
5775 Blue Lagoon Drive, Ste 360
305-261-4785

- **Communikat, Inc. library**
4141 NE 2nd Avenue, Suite 101D
305-573-4455
- **Miami Beach Public Library reference desk**
2100 Collins Avenue
305-535-4219

For those requiring evening or weekend hours, the Miami Beach library is open Monday through Thursday from 9:30 a.m. to 9 p.m., and Friday and Saturday from 9:30 a.m. to 6 p.m.

CITIZENS ADVISORY COMMITTEE CONSULTS WITH STUDY TEAM

An important part of the Bay Link planning process involves regular meetings and ongoing consultation with the Citizens Advisory Committee (CAC) by the Bay Link study team. The CAC is made up of residents, property and business owners and other "stakeholders," or individuals representing organizations which would be served by the project.

Meeting locations alternate between Miami and Miami Beach. The group elected co-chairs who conduct the meetings in their respective cities. **The Miami co-chair is Irby McKnight and the Miami Beach co-chair is Marty Hyman.**

Mr. McKnight said, "It's important for us as citizens interested in this community to participate in the transportation planning process and to know our opinions really carry weight."

The CAC reviews the technical findings of the Bay Link planners, offers suggestions and will ultimately give a recommendation as to the Locally Preferred Alternative, or preferred route for Bay Link.

Mr. Hyman commented, "A study like this one is an intensive effort so it's good to know that residents and business operators can have a say in the outcome."

**Next CAC meeting
6 p.m., Thursday, June 20
Miami Beach Botanical Garden
2000 Convention Center Drive**





BAY LINK

SPRING 2002

MIAMI - MIAMI BEACH TRANSPORTATION CORRIDOR STUDY

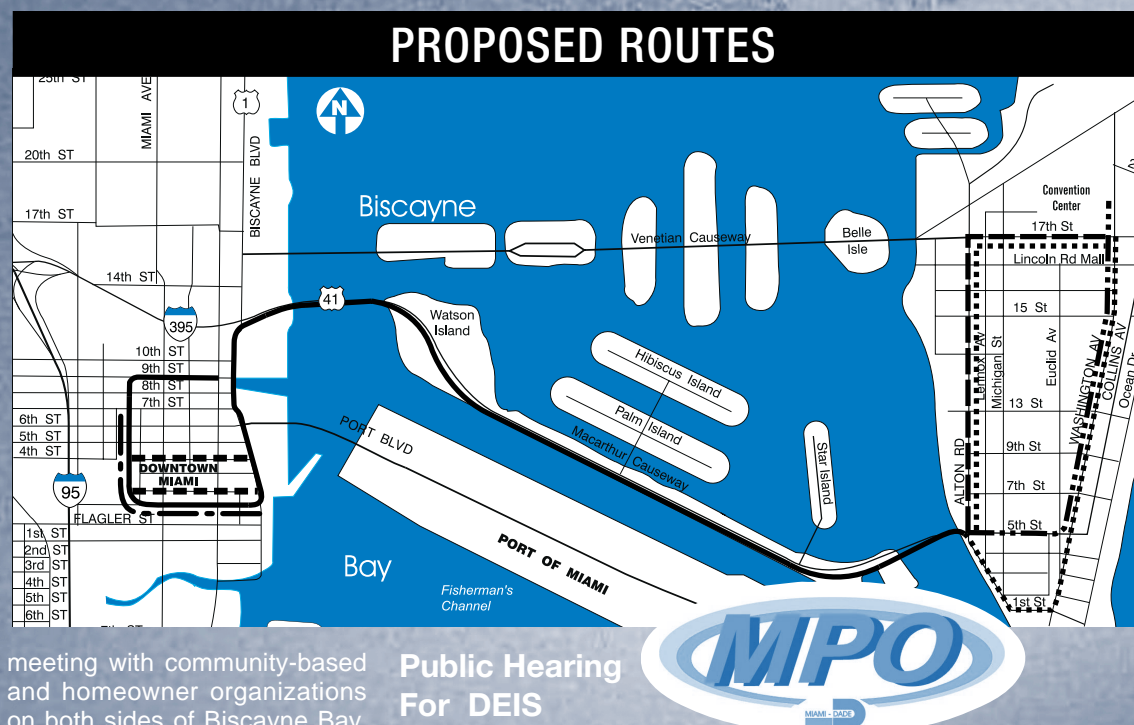
SELECTING THE *PREFERRED ALTERNATIVE*

The Bay Link study of a proposed transportation link between downtown Miami and the Miami Beach Convention Center is moving toward a major milestone, the selection of the Locally Preferred Alternative (LPA), or preferred route. At the request of the project's Citizens Advisory Committee, **three alternative routes for Miami and three for Miami Beach are still under consideration and are shown on the map.** Ridership projections and technical work have been completed on all the alternatives.

The possible **technologies for those routes have been narrowed to light rail and bus rapid transit.** After intensive study, the options of extending Metrorail, extending Metro-mover, using a suspended monorail or ferryboats to connect the two activity centers were dropped from further evaluation because of substantial drawbacks.

The Bay Link study is financed by the Florida Department of Transportation and managed by the Miami-Dade County Metropolitan Planning Organization (MPO), the body responsible for long-range transportation planning. **Said MPO Director José-Luis Mesa, "This project is a priority in our transportation planning for Miami-Dade County because of the useful connections it would provide for citizens and visitors."**

In addition to ongoing meetings with the Citizens Advisory Committee, planners are



meeting with community-based and homeowner organizations on both sides of Biscayne Bay. There will also be briefings for the Miami and Miami Beach City Commissions. These meetings will provide the Project Technical Team with opportunities to discuss the routes being studied and assess public opinion concerning them.

DEIS Examines Impacts

A Draft Environmental Impact Statement (DEIS) is required by the Federal Department of Transportation for local public transportation projects that will be applying for federal funding. **It examines the social, cultural, environmental and physical impacts that could be brought about by construction of the project. It also provides and evaluates costs, the support of existing land use, benefits and ridership projections.**

Public Hearing For DEIS

Bay Link's DEIS is to be reviewed at a public hearing and public comment will be carefully assessed in determining the recommended LPA. It will be up to two MPO committees to propose selection of the LPA to the MPO Board at its July 25, 2002 meeting.

Once the LPA is selected the project can begin preliminary engineering as it moves through the Final Environmental Impact Statement (FEIS) phase of project development. The last steps in the process are final design and construction.

For the Bay Link project, a supplement to the existing East-West Multimodal Project DEIS is being prepared. The DEIS for Bay Link will be

prepared according to Federal Highway Administration/ Federal Transit Administration guidelines set forth in 1998 and in full compliance with requirements of the National Environmental Policy Act (NEPA).

Si desea información en español por favor llame al 305-573-1210

Si ou vlé plis infomasyon sou proje sa en Kréyol rélé 305-573-4455 ext 10

Q&A YOU ASKED US.....

What is Light Rail?



Example of Light Rail Transit

Light rail transit (LRT) is similar to what many know or remember as "streetcars." It is characterized by cars that can operate as a single vehicle and carry up to 170 passengers, or up to a 4-car train carrying as many as 680 passengers. For Bay Link, trains would be single cars during off-peak periods and two cars long during peak periods. Light rail can serve both short and long distance trips with stations normally spaced from a quarter mile to one half mile apart. The system is powered by overhead wires called catenaries. It can operate in traffic, on an exclusive right-of-way or with cross-traffic, and can make tight turns around corners. Its stations can be very simple or elaborate and it is well-suited for urban centers.

What other transportation modes are being considered in this study?



Example of Bus Rapid Transit

At this point in the Bay Link study, Bus Rapid Transit (BRT) is still being considered as an alternative to light rail. It can operate in traffic or in exclusive lanes making infrequent stops, but may require additional right-of-way for lane expansion. It can be powered by compressed natural gas or electricity from an overhead catenary. This technology would not require any street reconstruction for placement of rails.

How will I be able to express my opinion about Bay Link if I'm not a member of the Citizens Advisory Committee?

Citizens Advisory Committee meetings are open to the public and are advertised in the Miami and Miami Beach city halls and on those cities' cable TV channels. **The next CAC meeting will be June 20.** Notice of CAC meetings is also posted on the MPO website, www.co.miami-dade.fl.us/mpo/mpo4-baylink-home.htm

You are also urged to attend a public hearing on July 15. It will be advertised in local newspapers as well as in the places listed above. Comments provided at the public hearing become a part of the public record and must be responded to in writing as part of the Final Environmental Impact Statement (FEIS) process.

See Important Meetings
on back page for details.

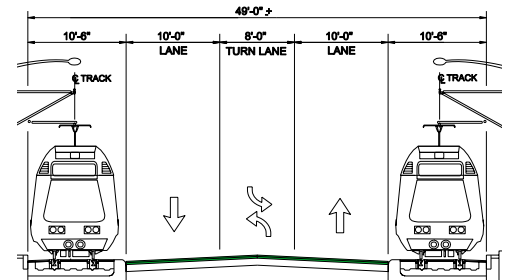
What connections will there be to other transportation systems?

In Miami, the Bay Link line could connect downtown to Metrorail at the Government Center or Overtown stations, to many of the Metromover stations and to Miami-Dade Transit (MDT) buses. If Metrorail is extended from the Earlington Heights station to the Miami Intermodal Center there will be a direct connection to the airport. Once Bay Link ties into the existing Metrorail system there will also be a connection to Tri-Rail. In Miami Beach, Bay Link could connect now to the Electrowave circulation system and with MDT buses, and at a future intermodal facility.

How would a light rail system affect local bus routes?

Local bus routes would be modified to eliminate any portions that duplicate the proposed Bay Link alignment. Bay Link could actually reduce bus traffic on Miami Beach streets by replacing 500 buses daily on routes that traverse South Beach.

Will cars be able to drive over the tracks or use the train lane when the train is out of the area?



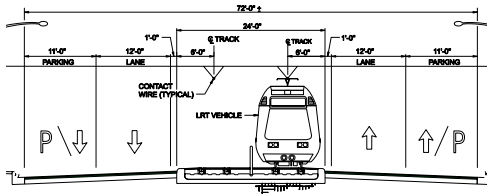
Example of Cross Section

Light rail can operate either in mixed flow traffic or in separate exclusive lanes. This decision can be made at any time during the study. Exclusive lanes provide a higher degree of reliability and are generally more desirable. A trade-off must be examined to determine if the higher reliability and faster travel times of an exclusive rail line justify the impacts on regular vehicular traffic. The intent is to maintain traffic flow by coordinating traffic signals, adding stacking and turning lanes and making other low-cost improvements.

Would light rail create more congestion on our already-crowded streets in downtown Miami and Miami Beach?

Some traffic lanes may need to be removed to accommodate light rail lines so in the short term there may be more local congestion. However, it has been proven where light rail is used in metropolitan areas that as more people become accustomed to using the train, vehicular congestion eases and Level of Service (LOS) on roadways actually improves. Bay Link would remove 500 MDT buses daily between Miami and Miami Beach. Based on current auto occupancy Bay Link would also remove approximately 700 cars an hour from the local streets. Additionally, traffic signals must be fully synchronized for the LRT to work, which in itself would be a tremendous step towards easing congestion.

Parking is already tight in Miami Beach. Will this light rail system reduce the number of available parking spaces?



*Example of Cross Section
on Alton Rd. or Washington Ave.*

Each transit alternative offers trade-offs between traffic flow and parking. The transit system can be designed to have a greater impact on either traffic or on-street parking. Alton Road would lose parking curbside and maintain two through lanes. Washington Avenue would lose a through lane and maintain the curbside parking.

It is also possible to provide parking at off-street locations to compensate for spaces lost. With 15,000 - 18,000 people a day projected to use the system, there will be a drop in the demand for both parking and street lanes as people coming to Miami Beach switch to transit.

Could a rail line coming to Miami Beach via the MacArthur Causeway and ending around 5th Street be adequately served by connections with MDT bus and the Electrowave?

If Bay Link were to end at 5th Street in Miami Beach, those riders not within walking distance of their final destinations would be faced with an additional transfer and longer travel times. One light rail car can carry up to 170

passengers, while an MDT bus can only carry 45 and the Electrowave can only carry 20. LRT will deliver up to 2,500 people during the peak periods. It would take a very large number of MDT/Electrowave buses to handle these volumes. If passengers couldn't get a seat on the first bus that comes along they would end up having to wait for another one.

Where could a maintenance yard and shop area be built?



Example of Bus Rapid Transit

Several sites are being examined for a maintenance yard and shop area north of downtown Miami in areas zoned for industrial use.

What happens if the power goes out in an area served by light rail?

LRT gets electrical power from wayside sources through overhead wires or catenaries. No two adjacent sources are connected to the same power company substation. Therefore, if the power goes out in one substation, LRT will still have electrical power from another. If the power company should lose enough substations, LRT would be shut down until adequate power is restored. For LRT to be stopped by loss of power is an extremely rare occurrence.

What would Bay Link cost, and what would its ridership be?



The cost of building any combination of alternatives would be between \$300 - 400 million. Once built, the annual cost to operate and maintain Bay Link would be between \$8 - 10 million. The number of people who would ride the train is conservatively estimated to be between 15,000 - 17,500 daily! The trip from downtown Miami to the Miami Beach Convention Center would take approximately 25 minutes.



Example of Light Rail Transit

Where will funds come from to build Bay Link?

The project will most likely be financed from a variety of sources. Fifty percent of the funding will come from gas tax money that is already being collected by the federal government. Twenty-five percent will come from gas tax money collected by the state and twenty-five percent will come from local sources. Those local sources of funding could be the gas tax, parking fees, additional toll revenues, tourist bed tax, or the proposed additional sales tax.

PURPOSES OF BAY LINK



- Provide a premium transit connection from Miami Beach to downtown Miami and to Miami International Airport via the proposed Earlington Heights Metrorail extension
- Improve the connection from downtown Miami hotels to the Miami Beach Convention Center
- Improve the connection from South Beach residential areas to downtown Miami jobs and beyond
- Improve the connection between Miami, the Convention Center and South Beach recreational opportunities
- Improve the connection between Miami Beach and downtown Miami cultural sites